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Proceedings of Stockholders

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**North Carolina
Railroad Company**



Sixty-fifth Annual Meeting



Greensboro, North Carolina

July 8th, 1915

North Carolina Railroad Company

-- PROCEEDINGS OF --
THE STOCKHOLDERS

Sixty-Fifth Annual Meeting

Greensboro, N. C., July 8th, 1915

1915
PATE PRINTING COMPANY
BURLINGTON, N. C.

PROCEEDINGS

OF THE SIXTY-FIFTH ANNUAL MEETING
OF THE
STOCKHOLDERS
**North Carolina Railroad
Company**

STOCKHOLDERS' MEETING.

Guilford Hotel, Greensboro, N. C., July 8th, 1915.

In accordance with the by-laws and after notice regularly given, the stockholders of the North Carolina Railroad Company met in the city of Greensboro, North Carolina, at 12 o'clock, noon, July 8th, 1915.

Col. Bennehan Cameron moved that Col. James T. Morehead be called to the chair, which motion was duly seconded and unanimously adopted.

Col. Morehead came to the chair, and asked the Secretary, J. P. Cook, to record the minutes of the meeting. The Chairman then called for the report of the Proxy Committee, appointed at the annual meeting of 1914, to wit: Messrs. C. D. Benbow, L. M. Michaux and J. W. Graham; thereupon Mr. Michaux, for the committee, reported as follows:

Private Stock represented in person,	275
“ “ “ by proxy,	7,283

Total private stock represented	7,558
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The Proxy Committee reported also that stock owned by the State was represented by the State's Proxy, to

wit: 30,002 shares.

Chairman Morehead called upon the State's proxy to present his credentials, and thereupon Mr. Robert Hairston presented his commission signed by Locke Craig, Governor. The Chairman then announced that there was a quorum present and that the meeting was duly organized for the transaction of business.

Upon request of the Chairman, the Secretary then read the minutes of the 1914 stockholders' meeting, which, without objection, were approved.

President W. H. Wood then read his report and submitted the reports of the Secretary and Treasurer, the Finance Committee, the Land Committee and the Expert, the same being printed on advance sheets and were passed around amongst the stockholders.

Col. Cameron offered a motion, duly seconded and unanimously adopted, that the several reports be accepted and ordered printed in pamphlet form along with the proceedings of this meeting.

The Chairman announced that the election of Directors was in order, consisting of twelve, four on the part of the private stock and eight on the part of the State.

Mr. Michaux nominated for directors on the part of the private stockholders, Col. Wm. E. Holt, Mr. Hugh McRae, Col. B. Cameron and Col. Alexander Webb, and there were no further nominations. The Chairman asked the Proxy Committee to collect and cast the vote, and thereupon Mr. Michaux on behalf of the Proxy Committee cast 7,558 votes for the four persons above named, and the Chairman declared them duly elected Directors for the ensuing year.

Mr. Robert Hairston, State's Proxy, then placed in nomination on the part of the State for Directors: Messrs. W. H. Wood, W. T. Brown, J. Q. Gilkey, J. M. Allen, J. P. Yount, C. S. Tomlin, J. E. Carraway and Col.

L. Banks Holt, and there were no further nominations, and he thereupon cast the vote represented by the State's stock, to wit: 30,002 shares, for aforesaid persons, and the Chairman declared that they had been duly elected Directors of the Company for the ensuing year.

The Chairman then announced that the election of a Finance Committee on the part of the State was in order and the State's Proxy nominated and cast the vote of the State for Mr. Ed. Chambers Smith, of Raleigh, Mr. J. Beal Johnson, of Fuquay Springs, Mr. J. G. Steed, of Mt. Gilead, Mr. J. T. Wood, of Asheboro and Mr. Frank P. Tate, of Morganton, and the Chairman announced that they had been duly elected.

Col. Alexander Webb nominated for members of the Finance Committee on the part of the private stockholders Col. Bennehan Cameron and Mr. J. E. Carraway. These gentlemen received the unanimous vote, and the Chairman declared them elected members of the Finance Committee for the ensuing year.

Col. Bennehan Cameron then moved the election of a Proxy Committee for the next annual meeting, consisting of three, to-wit: Mr. L. M. Michaux, of Goldsboro, Mr. C. D. Benbow, of Greensboro, and Maj. J. W. Graham, of Hillsboro.

Upon motion of Mr. McRae, seconded by Mr. J. P. Yount, the thanks of the stockholders were heartily and unanimously extended to Col. Morehead and the Proxy Committee for their able services in the conduct of the meeting.

No other business coming to the attention of the meeting, on motion of Col. Alexander Webb, the meeting adjourned.

[SIGNED] J. T. MOREHEAD,
Chairman.

By J. P. COOK, Secretary.

President's Report

North Carolina Railroad Co.

President's Office.

Burlington, N. C., July 8th, 1915.

*To the Stockholders and Board of Directors of the North
Carolina Railroad Company:*

Gentlemen:—

I beg to submit herewith for your consideration the reports of your officers and committees; Secretary and Treasurer, Finance Committee, Land Committee and Expert. These reports all show the Company to be in good condition in every particular.

Respectfully submitted,

W. H. WOOD, President.

Secretary and Treasurer's Report.

Burlington, N. C. July 8th, 1915.

To the President and Directors of the North Carolina Railroad Company.

Gentlemen:—I herewith submit the annual statement of the North Carolina Railroad Company, showing the financial condition for the fiscal year ending May 31st, 1915, also statement of receipts and disbursements of the Company for the same period.

Very respectfully,

J. P. COOK,
Sec'y. & Treas.

ASSETS.

Construction and Equipment	\$4,975,627.53
State University Railroad Stock	5,000.00
North Carolina Railroad Stock	250.00

CASH ASSETS.

Dividend Tax	17.95
Bills Receivable	300.00
Cash on Hand May 31st, 1915	14,822.85
	<hr/>
	\$4,996,018.33

LIABILITIES.

Capital Stock	\$4,000,000.00
Profit and Loss	852,221.83

FLOATING DEBTS.

Dividend Certificates	108.00
Unpaid Dividends	3,639.50
3½% on Dividend No. 53 due August 1st, 1915	140,049.00
	<hr/>
	\$4,996,018.33

RECEIPTS.

From Lease of Road	\$286,000.00
Lease Union Passenger Station at Raleigh, N. C. ...	988.79
From Sale of Real Estate	250.00
Dividend	14.00
Interest	357.43
Rent	63.00
From Southern Railway, Excise Tax	4,205.53
Dividend Checks Withdrawn	1,486.00
U. S. Government, Refund Excise Tax	6,871.84
Cash on Hand May 31st, 1914	12,025.37
	<hr/>
	\$312,261.96

DISBURSEMENTS.

Dividends Paid	\$279,902.00
Salaries and Allowance, Clerk Hire	4,575.08
Incidentals	1,374.17
Tax Account, State, County, City, Federal	4,725.54
Southern Railway Co., Refund Excise Tax	6,862.32
Cash on Hand June 1st, 1915	14,822.85
	<hr/>
	\$312,261.96

REPORT OF LAND COMMITTEE.

To the President and Directors of the North Carolina Railroad Company:

The Land Committee begs to report that since last meeting of the stockholders there has been paid into the treasury for land sold \$250.00 prior to May 31st.

There have, however, been sold six lots, deeds to which have not been delivered, nor the purchase money received, at the total sum of \$3,390.00.

Respectfully submitted,

L. BANKS HOLT,
ALEXANDER WEBB,
W. T. BROWN,

Land Committee.

July 8th, 1915.

REPORT OF FINANCE COMMITTEE.

Burlington, N. C., June 22nd, 1915.

To Hon. W. H. Wood, President, and to the Board of Directors of
the North Carolina Railroad Company:

Your Finance Committee has examined all the books and vouchers of your Secretary and Treasurer and find same correct, showing a balance on hand of \$14,822.85. Of this amount \$13,403.00 is deposited on certificates bearing interest at 4% with various banks as follows:

Alamance Loan & Trust Co., Burlington, N. C.	\$ 1,000.00
American Exchange Bank, Greensboro, N. C.	1,000.00
Cabarrus Savings Bank, Concord, N. C.	1,000.00
American Trust Co., Charlotte, N. C.	1,000.00
The Charlotte National Bank, Charlotte, N. C.	1,000.00
Citizens Bank & Trust Co., Concord, N. C.	1,000.00
Citizens Bank & Trust Co., Concord, N. C.	520.00
Merchants National Bank, Raleigh, N. C.	1,000.00
Merchants National Bank, Raleigh, N. C.	1,000.00
The Concord National Bank, Concord, N. C.	1,000.00
The Commercial National Bank, Raleigh, N. C.	1,000.00
Bank of Waynesville, Waynesville, N. C.	1,000.00
Wachovia Bank & Trust Co., Winston-Salem, N. C.	1,000.00
Wachovia Bank & Trust Co., Winston-Salem, N. C.	802.50
Wachovia Bank & Trust Co., Winston-Salem, N. C.	80.50
Total	\$13,403.00

We have also examined and verified the dividend and stock books and find them correctly and accurately kept.

Your Committee again takes pleasure in testifying to the accuracy with which the records and accounts of the company are kept; as well as to the unfailing courtesy of your Secretary and Treasurer, Mr. Cook, and his able assistant, Mr. Paul E. Morrow.

Respectfully submitted,

James E. Carraway,
Frank P. Tate,
J. T. Wood,
E. Chambers Smith,
J. G. Steed,

Finance Committee.

Richmond, Va., November 16th, 1914.

Mr. Fairfax Harrison, President,
Southern Railway Company,
Washington, D. C.

Mr. W. H. Wood, President,
North Carolina Railway Co.,
Charlotte, N. C.

Gentlemen:

We beg to submit the following supplementary report of Annual Inspection of the North Carolina Railroad from Goldsboro to Charlotte, made the 5th day of October, 1914, for the fiscal year ending September 30th, 1914:

BETWEEN GREENSBORO AND SALISBURY.

Guard Rail Clamps Applied	195
Sets Switch Plates and Braces Applied	80
Tie Plates Applied	13,584

LOCATEION

NATURE OF WORK

High Point—Changes Men's Toilets	
Greensboro—Toilets at Coal Chute	New
Pomona—150-Ton Track Scale	New
Rowan County—Standard Road Crossings	New
Salisbury—Paving Driveway	New
Salisbury—Toilet in Freight Depot	New
Greensboro—Rearrangement Telegraph Office	
Salisbury—Wiring "MY" Yard Office	New
Lexington—Electric Lights in Passenger Depot	New
Salisbury—4-Ton Depot Scale in Freight House	New
Salisbury—Retaining Wall	New
Salisbury—Installation 10 Incandescent Lamps in Passenger Car Yard	New
Thomasville—Two Watchmen's Houses	New

BETWEEN GOLDSBORO AND GREENSBORO.

Guard Rail Clamps Applied	53
Tie Plates Applied	27,332

LOCATION	NATURE OF WORK
Goldsboro—Paving Street Crossings	New
Rose—36-inch Pipe Line	New
Mebane—Shed West End Depot	New
Glen Raven—Platform	New
Mebane—Electric Lights in Depot	New
Burlington—Paving Streets	New

BETWEEN SALISBURY AND CHARLOTTE.

Manganese Insert Frogs put in, releasing plain frogs	14
Tie Plates put in Main Line curves where none previously used	6,875
Bumping Posts, new and additional	1
Anti-Rail Creepers	606
Heat Treated Track Bolts	6,000

Respectfully submitted,

T. M. ARRINGTON,

Expert for North Carolina Railroad.

R. E. SIMPSON,

General Superintendent Southern Railway.

Richmond, Virginia, October 5th, 1914.

Col. A. B. Andrews,
 First Vice President,
 Southern Railway Company,
 Raleigh, North Carolina.

Mr. Word H. Wood,
 President N. C. Railway,
 Charlotte, North Carolina.

Gentlemen:—

One of the terms of the lease of the North Carolina Railroad to the Southern Railroad Company is that a representative of each Company shall make an annual inspection, during the month of October, of the property of the North Carolina Company.

We submit herewith our report of the annual inspection made this 5th day of October 1914.

RAIL:

	Between M.P. and M.P.	Miles Laid	Weight per Yard	New or Relay	Releasing
H-60	H-66	5.63	85lb	New	75lb
H-59	H-61	1.22	85lb	New	75lb
H-84	H-86	1.08	85lb	New	75lb
Total		7.93	85lb	New	75lb

NEW DOUBLE TRACK.

None.

BALLAST.

M.P.	Between and M.P.	Kind	Cubic Yards
H-97	H-105	Gravel	2216
H- 2	H- 79	Stone	3143
294	333	Stone	9535
Total			14994

SIDE TRACKS—INDUSTRIAL.

Location.	For Whom	New or Ex. On	Total Length Right of Way
Raleigh	City of Raleigh	New	573
Goldsboro	Dewey Brothers	New	665
Durham	Fowler and Rand	New	290
Efland	Orange Mfg. Co.	New	325
Goldsboro	Borden Brick Co.	New	1190
Auburn	J. A. Vinson	New	300
Durham	Durham Hosiery Co.	New	98
Goldsboro	Bizzell & Thornton	Ext.	75
Pine Level	Pine Level Oil Mills	New	120
Raleigh	Va. Carolina Chem. Co.	New	840
Clayton	Barnes & Co.	New	290
Burlington	King Cotton Mills	New	817
Auburn	J. I. Vinson	Ext.	120
Kannapolis	Cannon Mfg. Co.	Ext.	48
Concord	Young & Hartsell Mills	New	275
Kannapolis	Patterson & Mills	Ext.	60
Kannapolis	Cabarrus Mills	New	3090
Concord	R. A. Brown	New	850
Salisbury	Goodmore Lumber Co.	New	340
Charlotte	Elba Mfg. Co.	New	292

Salisbury	Salisbury Metal Co.	New	200
High Point	Highland Cotton Mills	New	1250
Greensboro	The Texas Company	New	233
Raleigh	Raleigh Cotton Oil Co.	New	1360

SIDE TRACKS COMPANY:

Location	Kind	New or ext.	Total length R. W.
Goldsboro	Storage	New	2520
Powhatan	Ballast pit	New	800
Durham	Team	New	1122
Hill Top	Coal Storage	New	1200

SWITCHTIES:

Main L. Renewals		New Construction	
Main Line	Side Tracks	Main Line	Side Tracks
104	35		21

CROSS TIES.

Renewals		New Construction	
Main Line	Side Tracks	Main Line	Side Tracks
131657	23652		6625

TRESTLES.

Location	Nature of the Work
H- 90.7	Reconstruction
H-107.5	Reconstruction
H-108.0	Reconstruction
H-127.8	Repairs

BRIDGES.

316.3	Repaired
330.8	Repaired

BUILDINGS.

Location	Kind	Nature of Work
Raleigh	Freight Station	New
Burlington	Record Building	Changes and Repairs
Raleigh	Old Freight Depot	Changes and Repairs
McLeansburg	Combination Depot	Changes and Repairs
Efland	Depot—Freight	Extension
Mebane	Depot	Extend Shed
Concord	Depot	New Brick
Clayton	Depot	Extend Platform

CROSSINGS.

H-40.8	New Construction.
H-44.8	New Construction
Charlotte	Paved East 7th Street
Charlotte	Paved Park Avenue
Goldsboro	Paved 5 street crossings on Crater St. with brick

WATER STATIONS.

Nothing to report.

COALING STATIONS.

Nothing to report.

CULVERTS.

Rose	Repaired
H-83, 1	Repaired

We find the roadway structures, etc., in good condition, as to strength, appearance and maintenance.

Respectfully submitted,
T. M. ARRINGTON,
Expert N. C. Railroad.
R. E. SIMPSON,
General Superintendent Sou. Ry.

STATEMENT SHOWING MAINTENANCE OF NORTH CARO-
LINA RAILROAD EQUIPMENT AS OF
SEPTEMBER 30th, 1914.

Original Car Number	Original Sou. Ry. Number	Disposition	Present Assigned Number
6008	1647	Changed plates removed	12250
6012	1648	Condemned	13100
6013	1649	Condemned	12016
6026	1652	Changed	12201
6027	1653	Destroyed	12202
6030	1654	Changed	12203
6031	1655	Changed	12204
6014	1650	Changed Plates removed	12251
6015	1651	Changed Plates removed	12192
6033	1656	Changed Plates removed	12014
6034	1657	Changed Plates removed	12189
6036	1658	Condemned	12205
6037	1659	Changed Plates removed	12177
6038	1660	Changed Plates removed	12252
6039	1661	Condemned	12206
6040	1662	Destroyed	12253
6043	1664	Condemned	12188
6042	1663	Changed Plates removed	12200
6044	1665	Condemned	4636
6045	1666	Condemned	12207
6048	1667	Changed Plates removed	12254
6049	1668	Changed Plates removed	12015
6050	1669	Changed Plates removed	12199
6051	1670	Destroyed	13101
6052	1671	Changed	12209
6053	1672	Changed	12210
6056	1673	Condemned	11983
6057	1674	Condemned	12211
6068	1675	Destroyed	12212
6070	1676	Condemned	12187
6072	1677	Changed	12255
6073		Destroyed	11982
6074		Destroyed	12013
6075	1678	Changed Plates destroyed	11981

6076	1679	Destroyed	12256
6077	1680	Condemned	12046
6107	1681	Condemned	12214
6111	1682	Condemned	12215
6117	1683	Condemned	13102
6119	1684	Condemned	12052
6120		Condemned	12257
6123	1685	Destroyed	11979
6132	1686	Condemned	12216
6146	1687	Condemned	12186
6180	1688	Changed Plates removed	13103
6215	1689	Condemned	12217
6218		Destroyed	12218
6220	1690	Changed Plates removed	12258
6260	1691	Destroyed	12185
6278	1692	Condemned	11978
6281	1693	Changed Plates removed	11976
6286		Destroyed	12219
6381	1694	Condemned	12198
6016	5614	Changed Plates removed	11978
6017	5615	Destroyed	6107
6018			12014
6019	5617	Condemned	12184
6020	5618	Condemned	12260
6024	5619	Condemned	12261
6025	5620	Destroyed	12221
6029	5621	Destroyed	12222
6032	5622	Destroyed	13104
6041	5623	Condemned	12223
6046	5624	Destroyed	12193
6054	5625	Destroyed	12224
6056	5626	Destroyed	13106
6057	5627	Condemned	12225
6059	5628	Destroyed	12226
6060	5629	Destroyed	12227
6061	5630	Destroyed	13107
6062	5631	Destroyed	12228
6063	5632	Destroyed	13108
6065	5633	Destroyed	12229
6069	5634	Destroyed	12291
6071	5635	Condemned	6334

6078	5636	Condemned	13109
6102	5637	Condemned	12231
6112	5638	Condemned	12232
6150	5639	Changed Plates removed	13110
6152	5640	Destroyed	12233
6184	5641	Destroyed	12234
6189	5642	Destroyed	12235
6204	5643	Destroyed	12013
6207	5644	Destroyed	12012
6210	5645	Destroyed	12197
6217	5646	Condemned	12262
6226	5647	Changed Plates removed	12263
6249	5648	Changed Plates removed	13111
6267	5649	Condemned	12236
6276	5650	Condemned	12237
6277	5671	Changed Plates removed	13113
6280	5652	Condemned	12114
	4402	Destroyed	12240
	4205	Destroyed	12242
	1642	Condemned	12243
	1980	Destroyed	12244
	6875	Destroyed	12245
	3692	Changed	12246
	6565	Condemned	12247
	6545	Condemned	11969
	6704	Condemned	11002
	6281	Destroyed	12155
	4499	Destroyed	12248
	3823	Destroyed	11968
	3823	Destroyed	11968
	1605	Destroyed	12249
	6883	Destroyed	12182
	6490	Destroyed	12264
	6527	Destroyed	12011
	6788		6788
	6868		6868
	6871	Destroyed	12265
	6901	Condemned	12266
	7239	Destroyed	12267
	7281	Destroyed	12268
	7327	Destroyed	12269

7385	Destroyed	12270
7457	Destroyed	11966
7495	Destroyed	12271
7539	Destroyed	13115
7540	Destroyed	13116 -
7548	Destroyed	11662
7612	Destroyed	12175
4135	Stenciling removed	12272
8576	Changed	12174
8610	Destroyed	13117
8637	Destroyed	12274
8651	Destroyed	12275
8658	Destroyed	12173
8734	Destroyed	11965
9402		9402
9458	Destroyed	12180
6045	Destroyed	13118
9513	Destroyed	12191
9515	Destroyed	12276
9523	Destroyed	12277
9651	Destroyed	12278
9674	Destroyed	12279
9747	Destroyed	12280
10075	Destroyed	12281
10095	Destroyed	11963
10126	Changed	13119
10311	Destroyed	12010
10598	Destroyed	11962
10634	Destroyed	13120
10670	Destroyed	11961
10821	Destroyed	13120
10872	Destroyed	12288
11031	Destroyed	11031
11073	Destroyed	11959
11221	Destroyed	12289
11287	Destroyed	13122
11471		11471
11562	Destroyed	11422
22208	Destroyed	11958
22365	Destroyed	12283
22371	Destroyed	12284

22406	Destroyed	12285
6458	Destroyed	6445
6108	Changed Plates removed	12238
48548	Destroyed	49616
48556	Destroyed	13124
48562	Destroyed	49911
48563	Destroyed	47919
48687	Destroyed	47941
48694	Destroyed	13125
48801	Destroyed	47948
48920	Destroyed	47966
49008	Destroyed	13126
49016	Destroyed	51426
49020	Destroyed	13127
49148	Destroyed	13128
49193	Destroyed	49598
48527	Destroyed	51428
49259	Destroyed	13129

STOCK CARS.

6953	42649	Destroyed	43212
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FLAT CARS.

16123	46038	Changed	51398
16043	46039	Changed	51400
16045	46040	Changed	13130
16047	46041	Condemned	51389
16007	48486	Condemned	13131
16008	48487	Destroyed	13132
16009	48488	Destroyed	51627
16011	48489	Destroyed	51402
16012	48490	Condemned	13133
16013	48491	Destroyed	50216
16014	48492	Destroyed	13135
16015	48493	Condemned	13136
16021	48495	Changed Plates removed	51303
16024	48396	Destroyed	48912
16027	48497	Destroyed	51406
16035	48498	Condemned	50004
16039	48499		49499
16041	48500	Condemned	48636
16042	13137	Destroyed	13137

16046	48502	Condemned	13138
16049	48503	Changed and destroyed	13140
16050	48504	Destroyed	13141
16202	48505	Condemned	51105
16209	48506	Destroyed	13142
16215	48507	Destroyed	48608
16219	48508	Destroyed	51407
16234	48509	Destroyed	13143
16240	48510	Destroyed	51408
16241	48511	Changed	51328
	48580	Destroyed	50232
	48877	Condemned	51330
	48964	Destroyed	51365
	48993	Destroyed	48711
	46005	Sold	13144
R&D	12165	Condemned	51333
ETV&G	11146	Sold	51335
R&D	12258	Condemned	51410
ETV&G	11018	Destroyed	51411
	48903	Destroyed	51333
	48173	Destroyed	51340
	40201	Destroyed	51341
	48027	Condemned	51307
	48706	Condemned	13145
	48724	Condemned	51345
	49035	Destroyed	51416
	48082	Sold	51390
	48631	Destroyed	13147
	48689	Destroyed	51417
	48030	Destroyed	51395
	48047	Destroyed	51348
	48064	Destroyed	51419
	48081	Destroyed	51349
	48108	Destroyed	51265
	48140	Destroyed	51422
	48165	Destroyed	51355
	48172	Destroyed	51297
	46971	Changed	51425
	49210	Destroyed	48335

BOARDING CARS.

10650	B-27		B-27
10651	B-28		B-28
10654	B-31	Destroyed	B-73
10656	B-33	Destroyed	B-25
10658	B-35		B-35
10662	B-38		B-38
	B-36	Changed Plates removed	B-133
10663	B-39		B-39

CABOOSE CARS.

10201	X-36	Destroyed	X-35
10202	X-37		X-37
	X-222	Condemned	X-1245
	X-421		X-421
	X-798	Destroyed	X781
	X-747	Destroyed	X-750

LOCOMOTIVES.**SWITCHING.**

15	1303	Changed	1504
16	1304	Changed and Destroyed	1506
17	1305	Sold	1507

8-WHEEL FREIGHT.

112	1106	Sold	3779
113	1107	Sold	3797
114	1108	Sold	3762
115	1109	Sold	3733
116	1110	Condemned	3740
117	1111	Sold	3775
118	1112	Changed and condemned	3774
119	1113	Sold	3766
120	1114	Changed and condemned	3772
121	1115	Condemned	3121
122	1116	Changed and condemned	3785
123	1117	Changed and condemned	3015

8-WHEEL PASSENGER.

640	1170	Sold	3763
641	1171	Changed and condemned	3722
643	951	Changed and condemned	3745
644		Condemned	3748

645	1172	Condemned	3782
646	1173	Condemned	3796
647	1174	Condemned	3784
648	1175	Condemned	3783

PASSENGER CARS.

COACHES.

787	951		951
788	952	Changed Plates removed	1231
789	953		953
790	954		954
530	706	Destroyed	743
531	707		707
533	708		708
534	709	Destroyed	742
636	710	Destroyed	726
	700		700
	701		701
	702		702
	720		720
	721	Condemned	726
	1009		1009
	1017		1017
	728		728
	729		729

MAIL AND EXPRESS.

310	152		152
311	153		153
312	154	Destroyed	156
	150		150

EXPRESS.

248	312	Changed	355
249	313	Changed	353
	300	Condemned	356
	301		301
	302		302
	303		303
	304		304
	305		305

OFFICERS.

102

Sold

7

COPY.

Office General Superintendent Motive Power and Equipment,
Washington, D. C.

Respectfully submitted,

T. M. ARRINGTON,

Expert N. C. Railroad Co.

